Federal Aviation Administration

National Airspace System

Capital Investment Plan

Appendix A

Fiscal Years 2006 – 2010

APPENDIX A

GOAL MATRIX

This year's, Capital Investment Plan (CIP) projects have been connected to the goals, objectives and performance targets in the Federal Aviation Administration (FAA) Flight Plan 2005-2009. As such, Appendix A has been revised to reflect the alignment of projects with FAA goals and objectives consistent with the new FAA Flight Plan 2005-2009. In general, many FAA capital investments will contribute to more than one, goal, objective and performance target, Appendix A will reflect an alignment of that project to the goal, objective and performance target(s) where its contribution is most significant. CIP projects with Fiscal Year (FY) 2006-2010 funding are included in this Appendix.

For ease of clarification, the following definitions are provided a general description of the structure of the FAA Flight Plan 2005-2009 and a systematic way to relate the objectives and performance targets to projects in the CIP.

STRATEGIC GOAL

A general statement of the broad agency purpose in carrying out its mission, such as: "Achieve the lowest possible accident rate and constantly improve safety."

OBJECTIVE

A statement of a specific emphasis area that will contribute to the overall goal, such as: "Reduce the commercial airline fatal accident rate."

PERFORMANCE TARGET

A quantifiable measure of the improvement in a goal area that sets a target for specific improvements in outcomes that affect FAA customers, such as: "Reduce the airline fatal accident rate by 80 percent from the 1994-1996 baseline to a rate of 0.010 per 100,000 departures by FY 2007".

1. STRATEGIC GOAL: INCREASED SAFETY

FAA Strategic Goal: To achieve the lowest possible accident rate and constantly improve safety.

- **FAA Objective 1:** Reduce the commercial airline fatal accident rate.
  - **FAA Performance Target 1:** Reduce the airline fatal accident rate by 80 percent from the 1994-1996 baseline to a rate of 0.010 per 100,000 departures by FY 2007.
  - **FAA Performance Target 2:** Reduce the three-year rolling average fatal accident rate below .010 by FY 2009.

FY 2006 BLI	CIP #	CIP Name
1A01F	M42.01-00	Safer Skies
2B02	W03.03-01	Terminal Doppler Weather Radar (TDWR) - SLEP
2B11X	W09.01-00	ASR Weather Systems Processor (ASR-WSP) – Tech Refresh / Product Improvement
2B12	C23.00-00	Voice Recorder Replacement Program (VRRP)
2B12X	C23.01-00	Next Generation Voice Recorder Replacement Program (VRRP)
2D06	N04.03-00	Visual Navaids - ALSIP Continuation
2E05A	M12.00-00	Aircraft Related Equipment Program
2E05B	M12.01-02	Aircraft Related Equipment - Airbus Simulator Replacement
3A02	A17.00-00	Aviation Safety Analysis System (ASAS)
3A05	M24.00-00	National Aviation Safety Data Analysis Center (NASDAC)
3A09	A20.00-00	Integrated Flight Quality Assurance (IFQA)
3A10	A25.01-00	System Approach for Safety Oversight (SASO)
3A11	A26.01-00	Aviation Safety Knowledge Management Environment (ASKME)

- **FAA Objective 2:** Reduce the number of fatal accidents in general aviation.
  - **FAA Performance Target:** By FY 2009, reduce the number of general aviation and nonscheduled Part 135 fatal accidents to no more than 319 (from 385, which represents the average number of fatal accidents for the baseline period of 1996-1998).

FY 2006 BLI	CIP #	CIP Name
1A01E	M35.01-00	General Aviation/Vertical Flight Technology – ATDP
1A02B	M36.02-00	Safe Flight 21 - Ohio Valley Prototype Project
1A02C	M36.02-01	Safe Flight 21 - Ohio Valley Prototype Project - Surface Moving Maps
1A02D	S10.02-00	Automatic Dependent Surveillance Broadcast (ADS-B) – ATDP
1A03	C20.03-00	Aeronautical Data Link - Flight Information Service
2C02A	A07.00-00	FSAS Operational and Supportability Implementation System (OASIS)
2C03	F05.03-00	AFSS Facilities Sustainment
2D03	N12.01-00	Wide Area Augmentation System (WAAS)
4A11	A08.01-01	NOTAMS Infrastructure / Distribution

- **FAA Objective 3:** Reduce accidents in Alaska.
  - **FAA Performance Target:** By FY 2009, reduce accidents in Alaska for general aviation and all Part 135 operations from the 2000-2002 average of 130 accidents per year to no more than 99 accidents per year.

FY 2006 BLI	CIP #	CIP Name
1A01I	W10.01-00	Juneau-Alaska Weather Research
1A02A	M36.01-00	Safe Flight 21 - Alaska Capstone Initiative
1A02E	M08.31-00	Alaska MIH and Video Equipment
2E07	C17.01-01	Alaskan NAS Interfacility Communications System (ANICS) Satellite Network - Phase II

- **FAA Objective 4:** Reduce the risk of runway incursions.
  - **FAA Performance Target:** By FY 2009, reduce the number of Category A and B (most serious) runway incursions to no more than 27, equivalent to a rate of 0.390 per million operations.

FY 2006 BLI	CIP #	CIP Name
1A01B	S09.02-00	Runway Incursion Reduction Program (RIRP) - ATDP
2B01A	S09.01-00	Airport Surface Movement Detection - Model X
2B01B	S09.03-01	Airport Surface Movement Detection - ASDE-3X – Upgrade ASDE 3 Sites with multilateration for initial 7 site/ADS-B

- **FAA Objective 5:** Measure the safety of the U.S. civil aviation system with a composite index
  - **FAA Performance Target:** By FY 2006, implement a single, comprehensive index that provides a meaningful measure of the safety performance of the U.S. civil aviation system.

FY 2006 BLI	CIP #	CIP Name
None	None	Currently no Facilities & Equipment project support this Target

- **FAA Objective 6:** Ensure the safety of commercial space launches.
  - **FAA Performance Target:** No fatalities, serious injuries, or significant property damage to the uninvolved public during licensed space launch and reentry activities.

FY 2006 BLI	CIP #	CIP Name
None	None	Currently no Facilities & Equipment project support this Target

- **FAA Objective 7:** Enhance the safety of FAA's air traffic systems.
  - **FAA Performance Target 1:** By 2009, reduce the number of Categories A and B (most serious) operational errors to no more than 563, equivalent to a rate of 3.15 per million activities.
  - **FAA Performance Target 2:** Apply safety risk management to at least 30 significant changes in the NAS.

FY 2006 BLI	CIP #	CIP Name
1A01G	M08-32-01	Safety Analysis and Assessment - ATDP
3B02B	M20.01-00	NAS Training – Equipment Modernization – Training Simulators
4A02	M08-32-02	Safety Management System

***** END OF INCREASE SAFETY STRATEGIC GOAL*****

2. STRATEGIC GOAL: GREATER CAPACITY

FAA Strategic Goal: Work with local governments and airspace users to provide capacity in the United States airspace system that meets projected demand in an environmentally sound manner.

- **FAA Objective 1:** Increase airport capacity to meet projected demand.
  - **FAA Performance Target 1:** Achieve an average daily airport capacity of 104,338 arrivals and departures per day by 2009 at the 35 OEP airports.
  - **FAA Performance Target 2:** Open as many as seven new runways, increasing the annual service volume of the 35 OEP airports by at least 1 percent annually, measured as a five-year moving average, through 2009.
  - **FAA Performance Target 3:** Sustain adjusted operational availability at 99 percent for the reportable facilities that support the 35 OEP airports.

FY 2006 BLI	CIP #	CIP Name
1A01C	M08.28-00	System Capacity, Planning, and Improvements - ATDP
1A01D	M08.29-00	Operations Concept Validation - ATDP
1A01H	M08.27-00	NAS Requirements Development
1A01J	M08.28-02	Airspace Management Lab – ATDP
1A01K	M8.36-01	Wake Turbulence
1A04A	C21.01-01	Next-Generation VHF A/G Communication System (NEXCOM) - Segment 1A
1A04X1	C21.01-02	Next-Generation VHF A/G Communication System (NEXCOM) - Segment 1B
1A04X2	C21.01-01	NEXCOM Segments 2 & 3
1A06	A24.03-00	Free Flight Phase Two (FFP2) - Traffic Management Advisor (TMA) - Single Center
2A01A	A01.10-01	En Route Automation Modernization (eRAM)
2A01B	A01.10-02	En Route Automation Modernization - ERAM - Radar Position Tech Refresh - R Side Upgrades
2A01X	A01.10-03	En Route Automation Program - ERAM – Tech Refresh ERAM/ERIDS
2A02	A01.12-01	En Route Automation Program - En Route Communications Gateway (ECG)
2A02X	A01.12-02	En Route Automation Program - En Route Communications Gateway (ECG) – Technology Refresh
2A03	A01.09-01	En Route Automation Program - En Route System Modification
2A04A	A01.07-01	En Route Automation Program - En Route Enhancements
2A04C	A01.13-01	En Route Automation Program - FAA Aeronautical Training System (IATS)
2A05	W02.02-00	Next Generation Weather Radar (NEXRAD) - Open System Upgrades

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- **FAA Objective 1:** Increase airport capacity to meet projected demand. (continued)

FY 2006 BLI	CIP #	CIP Name
2A06A	W04.02-00	Weather and Radar Processor (WARP) - Stage 3 - Sustain Weather Ops
2A06B	W04.03-00	Weather and Radar Processor (WARP) – WARP Replacement
2A07	F06.01-00	ARTCC Plant Modernization/Expansion - ARTCC Modernization
2A08	C01.02-01	Voice Switching and Control System (VSCS) - Tech Refresh
2A10A	C06.01-00	Communications Facilities Enhancement - Expansion
2A10B	C06.03-00	Communications Facilities Enhancement - Air/Ground Communications RFI Elimination
2A10C	C06.04-00	Communications Facilities Enhancement - UHF Replacement
2A10D	C04.00-00	Radio Control Equipment (RCE)
2A11A	S02.03.00	Secondary Surveillance - ATC Beacon Interrogator (ATCBI) Replacement
2A11X	S02.03-02	Air Traffic Control Beacon Interrogator (ATCBI-6) - Beacon Only Buildings
2A12	S04.02-03	Long Range Radar (LRR) Program - LRR Improvements - Infrastructure Upgrades
2A13	M08.05-00	Continued General Support – Regional Projects
2A14A	W07.01-00	Integrated Terminal Weather System (ITWS) - ITWS Development/Production
2A16	F25.00-00	Relocate Guam CERAP
2B03A	A04.01-00	Standard Terminal Automation Replacement System (STARS) Development and Procurement
2B03B	A04.01-02	STARS Phase 1 - Terminal Enhancement
2B03C	A04.01-01	STARS Phase 1 - Technical Refresh
2B03X	A04.04-00	Terminal Automation Modernization - Phase 2 & 3
2B04A	A03.04-01	Terminal Sustainment
2B04B	A01.11-01	Flight Data Input/Output (FDIO) Replacement
2B05	F01.02-00	ATCT/TRACON Establish/Sustain/Replace - ATCT/TRACON Replacement
2B06A	F01.01-00	ATCT/TRACON Establish/Sustain/Replace - ATCT/TRACON Modernization
2B06B	F01.01-01	ATCT/TRACON Establish/Sustain/Replace - STARS Facility Upgrades
2B06C	F02.10-00	Large TRACONs - Advanced Facility Planning
2B07	C05.02-00	Enhanced Terminal Voice Switch (ETVS)
2B09	F02.11-01	Large TRACONs - Houston Area Air Traffic System (HAATS)
2B11A1	S03.01-04	Terminal Radar (ASR) Program - ASR-9/Mode S SLEP, Phase 1A
2B11A2	S03.01-05	Terminal Radar (ASR) Program - ASR-9/Mode S SLEP, Phase 1B
2B11A3	S03.01-06	Terminal Radar (ASR) Program - ASR-9/Mode S SLEP, Phase 2
2B13A	S03.02-01	Terminal Digital Radar (ASR-11) - ASR-7/ASR-8 Replacement, DOD Takeover, New establishments
2B13X	S03.02-04	Terminal Radar (ASR) Program – ASR-11 – Tech Refresh

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- **FAA Objective 1:** Increase airport capacity to meet projected demand. (continued)

FY 2006 BLI	CIP #	CIP Name
2B14	F04.01-00	DOD/FAA ATC Facility Transfer/Modernization - Original Program
2B15	S08.00-00	Precision Runway Monitor (PRM)
2B16A	M08.05-00	Continued General Support – Regional Projects
2C01A	W01.02-02	Automated Surface Observing System (ASOS) - Product Improvements
2C01B	W01.02-04	Automated Surface Observing System (ASOS) - ASOS - Data Displays
2D01	N06.00-00	VORTAC
2D02A	N03.01-00	Instrument Landing Systems (ILS) - Instrument Landing Systems (ILS)
2D04	N08.02-00	Runway Visual Range (RVR) - Replacement/Establishment
2D07	N09.00-00	Distance Measuring Equipment (DME) - Sustain
2D08	N04.01-00	Visual Navaids - Visual Navaids for New Qualifiers
2D09	A14.00-00	Instrument Approach Procedures Automation (IAPA)
2D10	N04.04-00	Visual Navaids - Sustain, Replace, Relocate
2E02A	F12.00-00	FAA Buildings & Equipment Sustain Support - Modernize/ Improve
2E02B	F12.01-01	Seismic Safety Risk Mitigation
2E03	F11.00-00	Power Systems Sustained Support
2E06	F10.00-00	Airport Cable Loop Systems Sustained Support
3A04	M17.00-00	Test Equipment Modernization/Replacement
4A03	M08.06-00	Continued General Support - Program Support Leases
4A07A	M15.01-00	NAS Spectrum Engineering Management - NAS Spectrum Engineering Sustained Support
4A07B	M15.02-00	NAS Spectrum Engineering Management - Frequency Interference Support/Resolution

- **FAA Objective 2:** Increase or improve aviation capacity in the eight major metropolitan areas and corridors that most affect total system delay. For 2005, those areas are: New York, Philadelphia, Boston, Chicago, Washington/Baltimore, Atlanta, Los Angeles Basin, and San Francisco.
  - **FAA Performance Target 1:** Achieve an average daily airport capacity for the eight major metropolitan areas at 44,428 arrivals and departures per day by 2009.

FY 2006 BLI	CIP #	CIP Name
4A08	X02.00-00	Permanent Change of Station (PCS)

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- **FAA Objective 3:** Increase on-time performance of scheduled carriers.
  - **FAA Performance Target 1:** Through FY 2009, achieve an 86.9 percent on-time arrival for all flights arriving at the 35 OEP airports, equal to or less than 15 minutes late due to NAS related delays.
  - **FAA Performance Target 2:** Beginning in FY 2005, increase the number of oceanic en-route altitude change requests that are granted through the end of FY 2009 to 80 percent.

FY 2006 BLI	CIP #	CIP Name
1A01A	M08.28-01	Separation Standards - ATDP
1A05	A24.02-00	Free Flight Phase Two (FFP2) - User Request Evaluation Tool (URET)
2A09B	A05.01-10	Collaborative Air Traffic Management Technologies
2A09A	A05.01-06	Air Traffic Management (ATM) - TFM Infrastructure - Infrastructure Modernization
2A17	A10.03-00	Advanced Technologies and Oceanic Procedures (ATOP)
2E04	M08.04-00	Continued General Support - Air Navigation Aids Facilities – Local Projects
4A10	M03.02-00	CIP Systems Engineering & Technical Assistance - MITRE

- **FAA Objective 4:** Address environmental issues associated with capacity enhancements.
  - **FAA Performance Target 1:** Reduce the number of people exposed to significant noise by 1 percent per year through FY 2009, as measured by a three-year moving average, from the three-year average for calendar years 2000-2002
  - **FAA Performance Target 2:** Improve aviation fuel efficiency per revenue plane-mile by 1 percent per year through FY 2009, as measured by a three-year moving average, from the three-year average for calendar years 2000-2002

FY 2006 BLI	CIP #	CIP Name
None	None	Currently no Facilities & Equipment project support these Targets

*****END OF GREATER CAPACITY STRATEGIC GOAL*****

3. STRATEGIC GOAL: INTERNATIONAL LEADERSHIP

FAA Strategic Goal: Increase the safety and capacity of the global civil aerospace system in an environmentally sound manner.

- **FAA Objective 1:** Promote improved safety and regulatory oversight in cooperation with bilateral, regional, and multilateral aviation partners.
  - **FAA Performance Target 1:** Advance U.S. aviation safety leadership in developing regions by significantly increasing safety infrastructure in 10 priority countries by 2009 through implementation of model law and regulations for safety oversight, extensive technical assistance and training activity, and concluding bilateral agreements.
  - **FAA Performance Target 2:** Conclude four new or expanded bilateral agreements with current partners.
  - **FAA Performance Target 3:** Secure an increase of 20 percent every year in intellectual and financial assistance for international aviation activities from the United States and international government organizations, multilateral banks, and industry.
  - **FAA Performance Target 4:** Promote the creation of four new regional aviation authorities or organizations capable of meeting globally accepted safety and efficiency standards.

FY 2006 BLI	CIP #	CIP Name
None	None	Currently no Facilities & Equipment project supports this Objective and Performance Targets

- **FAA Objective 2:** Promote seamless operations around the globe in cooperation with bilateral, regional, and multilateral aviation partners.
  - **FAA Performance Target 1:** Expand the utilization of U.S. NAS technologies and procedures to six priority countries
  - **FAA Performance Target 2:** Ensure that international environmental standards, recommended practices, and guidance material adopted by ICAO are globally and uniformly applied, reflect the best available technology that can be integrated into the fleet, provide real environmental benefit, are economically sound, and take interdependencies between environmental parameters into account.

FY 2006 BLI	CIP #	CIP Name
2D11A	N04.02-00	Visual Navaids - Replace VASI with PAPI

*****END OF INTERNATIONAL LEADERSHIP STRATEGIC GOAL*****

4. STRATEGIC GOAL: ENVIRONMENTAL STEWARDSHIP

DOT Strategic Goal: Reduce pollution and other adverse effects of transportation and transportation facilities.

- **DOT Objective 1:** Adopt transportation policies and promote technologies that reduce or eliminate environmental degradation.

FY 2006 BLI	CIP #	CIP Name
2B08A	F13.03-00	Tower Fire Life Safety
2B08B	F13.03-00	OSHA/Environmental Standards Compliance
2E01	F13.01-00	NAS Facilities OSHA & Environmental Standards Compliance - Fuel Storage Tanks
3A01	F13.02-00	NAS Facilities OSHA & Environmental Standards Compliance - Environmental Cleanup / HAZMAT

*****END OF ENVIRONMENTAL STRATEGIC GOAL*****

5. STRATEGIC GOAL: HOMELAND AND NATIONAL SECURITY

DOT Strategic Goal: Balance homeland and national security transportation requirements with the mobility needs of the Nation for personal travel and commerce.

- **DOT Objective 1:** Support and implement U.S. security strategies and plans related to transportation.

FY 2006 BLI	CIP #	CIP Name
3A06	C18.00-00	National Airspace System Recovery Communications (RCOM)
3A07	F24.00-00	Facility Security Risk Management
3A08	M31.00-00	NAS Information Security - Information Systems Security

*****END OF SECURITY STRATEGIC GOAL*****

6. STRATEGIC GOAL: ORGANIZATIONAL EXCELLENCE

FAA Strategic Goal: Ensure the success of the FAA's mission through stronger leadership, a better trained workforce, enhanced cost-control measures, and improved decision-making based on reliable data.

- **FAA Objective 1:** Make the organization more effective with stronger leadership, increased commitment of individual workers to fulfill organization-wide goals, and a better prepared, better trained, safer, diverse workforce.
  - **FAA Performance Target 1:** Increase Employee Attitude Survey scores in the areas of management effectiveness and accountability by at least 5 percent.
  - **FAA Performance Target 2:** Directly relate 100 percent of all employee performance plans to FAA strategic goals and their organization's performance plans.
  - **FAA Performance Target 3:** Reduce the time it takes to fill mission-critical positions by 20 percent over the FY 2003 baseline.

FY 2006 BLI	CIP #	CIP Name
2A18	M29.00-00	ATOMS Local Area/Wide Area Network
3B02A	M20.00-00	National Airspace System (NAS) Training - Modernization
3B03	M10.00-00	Distance Learning

- **FAA Objective 2:** Control costs while delivering quality customer service.
  - **FAA Performance Target 1:** Develop and implement a centrally managed and highly visible cost control program to lead the agency in reducing costs. Each FAA organization will contribute at least one cost reduction activity each year to its Business Plan with measurable, significant cost savings.
  - **FAA Performance Target 2:** Close out 85 percent of cost reimbursable contracts during each fiscal year.

FY 2006 BLI	CIP #	CIP Name
1A07	F14.00-00	NAS Improvement of System Support Laboratory
1A08	F14.00-00	Technical Center Facilities
1A09	F16.00-00	William J. Hughes Technical Center Infrastructure Sustainment
2A15	C26.01-00	FAA Telecommunications Infrastructure
2B10	M07.02-00	NAS Infrastructure Management System (NIMS) - Phase 2
3A03	M21.03-00	Logistics Support Systems & Facilities (LSSF) - Asset and Supply Chain Management
3B01	F18.00-00	Aeronautical Center Infrastructure Modernization
4A01A	M03.01-00	CIP Systems Engineering & Technical Assistance - SETA and Other Contractors
4A01C	M08.01-00	Continued General Support - Provide ANF/ATC Support (Quick Response)
4A01B	M03.01-01	Web/CM
4A01D	M45.01-00	Market Based Competitive Sourcing

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- **FAA Objective 2:** Control costs while delivering quality customer service. (Continued)

FY 2006 BLI	CIP #	CIP Name
4A04	M05.00-00	NAS Regional/Center Logistics Support Services
4A05	F19.00-00	Mike Monroney Aeronautical Center – Leases
4A06	M22.00-00	NAS Implementation Support Contract (NISC)
4A09	M02.00-00	Technical Support Services Contract (TSSC)

- **FAA Objective 3:** Make decisions based on reliable data to improve our overall performance and customer satisfaction.
  - **FAA Performance Target 1:** By FY 2009, 90 percent of major system acquisition investments are within 10 percent of budget.
  - **FAA Performance Target 2:** By FY 2009, 90 percent of major system acquisition investments are on schedule.
  - **FAA Performance Target 3:** Achieve 90 percent of all performance targets in the Flight Plan
  - **FAA Performance Target 4:** Increase agency scores on the American Customer Satisfaction Index.
  - **FAA Performance Target 5:** Achieve zero cyber security events that significantly disable or degrade FAA services

FY 2006 BLI	CIP #	CIP Name
None	None	Currently no Facilities & Equipment project supports this Objective and Performance Targets

*****END OF ORGANIZATIONAL EXCELLENCE STRATEGIC GOAL*****